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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY USSR (Moscow Oblast)

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SUBJECT Aircraft Types Observed at
Moscow Air Show

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1. Four-engine aircraft: Four of them were seen. Rounded nose not glazed, long fuselage, projecting about one-third beyond the settling of the wings. Cockpit was about in line with propeller.

Mid-wing monoplane, wings similar to those of the He-111 but not so rounded, slight dihedral. Wings took up the middle third of the fuselage. Single rudder assembly fairing into the fuselage.

fitted with four radial engines the cowlings of which faired into the wings without projecting beyond trailing edge of wings.

Aircraft armament: Tail-gun position, glazed, with twin-barreled machine gun, another machine gun station on fuselage in its rear section, a machine gun station on each side of the fuselage. [redacted] these two machine guns were also mounted in the last third of the fuselage. No machine gun observed in the nose. Ventral turret of about the same length as wing chord, perhaps projecting slightly beyond leading edge of wings. [redacted] two machine guns. Nose wheel.

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2. Jet fighters:

a. Type similar to the Me-109, no propeller, straight wings.

b. Aircraft with two turbines (sketch 1), elaborate figuration of fuselage, wings with pronounced sweep-back provided with what looked like auxiliary stabilizers. Single tail assembly with sweep-back mounted on fuselage. Two turbines mounted on the sides of the fuselage projecting beyond leading and trailing edges of the wings. *

3. Cargo gliders:

a. Type I: Double fuselage, strikingly long and rounded wings. The craft was towed by a twin-engine plane (sketch 2). The glider looked larger than the towing plane. Thirteen or fourteen parachutists jumped from the glider (counted by source).

b. Type II (sketch 3):

Through fuselage, rather plump, mounted single tail assembly, pointed wings which seemed to be longer than the fuselage. The glider was towed by the same twin-engine craft as type I glider. Twelve to fourteen parachutists also jumped from this glider.

c. About 80 gliders of type I and II participated in the air show. **

4. Jet fighters:

a. Type I:

Plump fuselage; the craft looked small; at least one-third of the fuselage projected beyond the leading edge of the swept-back wings; no dihedral, rounded wing tips. Single rudder assembly slanting rather high to the rear. Air intake in fuselage, exhaust under fuselage.

b. Type II:

Looked very plump, had a very good rate of climb, did acrobatics. Swept-back wings, rather short, rounded wing tips. Single rudder assembly mounted on fuselage.

One turbine at each of the wings rather close to the fuselage. Engines projecting farther to the rear than to the front. No details available on the form of attachment of the engines.

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[REDACTED] a film in which this type was shown taking off from the water. The title of this propaganda film was not remembered [REDACTED] Floats were

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25X1 not seen. [] the fuselage was formed as a floating boat.

5. Four-engine plane:

Looked very slim, bearing a close resemblance to the DO-17, with a slimmer fuselage than the FW-200. The glazed nose projected far beyond the leading edge of the wings, trapezoidal wings, wing chord about one-third of fuselage. No sweep-back or dihedral noticed, angular wing tips. Single-tail assembly set on fuselage. Fitted with four radial engines not projecting far beyond leading edges of wings. Three machine gun stations were seen, one in line with the trailing edge of wings, one station each on the sides of the fuselage also in line with the trailing edge of wings, definitely no tail-gun position. Pilot's cabin forward of leading edge of wings. Three machine gun stations were seen, one in line with the trailing edge of wings, one station each on the sides of the fuselage also in line with the trailing edge of wings, definitely no tail-gun position. Pilot's cabin forward of leading edge of wings. Nose looked like that of the Douglas.

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6. Thirty four-engine aircraft:

Long and slim fuselage with pilot's cabin mounted at the end of the first third of the fuselage. Pointed wings, no sweep-back. Single tail assembly mounted on fuselage. Four engines, not projecting far beyond leading edge of wings, propeller, nose not glazed; tail turret with twin-barreled machine gun. One machine gunner's station on fuselage in line with trailing edge of wings. Two machine guns under the fuselage, in rear section.

7. Jet fighters:

a. Type I: 20 to 30 planes of this type were seen. Plump fuselage with single tail assembly, no propeller. Straight wings, no sweep-back.

b. Type II: The planes did acrobatics in flights; a total of 25 were seen. Pronounced sweep-back, angular wing tips. Bent rudder assembly slanting high to the rear, swept-back elevator assembly. No propeller.

8. Cargo glider:

Angular fuselage, rather plump looking; each of the gliders was towed by a twin-engine plane resembling the commercial planes which were frequently seen. The gliders looked larger than the towing aircraft. **

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Comment: A twin-jet fighter with pronounced sweep-back with the engines mounted in or under the wings was seen in Zhukovski [] A similar model, but ~~either~~

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without or with only slight sweep-back, is represented in the Polish press as a LA-15 or a Mig design. It is assumed that type 17 is concerned, which was reported for the first time as having what looks like wing-tip tanks.

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[REDACTED] Comment: According to press reports, six cargo gliders each of the Yak and Cybin (sic) designs participated in the Moscow air show. These gliders were towed by IL-12 planes. The plane reproduced in sketch 3, on the basis of pictures published in the Polish press, is believed to be the Cybin type cargo glider which in measurements corresponds to the IL-12. The Yak cargo glider is not known. The type II plane is similar to the German Gotha-242 type glider. A modified version of this type glider was possibly taken over by the Soviets.

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[REDACTED] Comment: Near the end of the war the Soviets had a double fuselage cargo glider which bore the type designation of KG-20. Details on this plane are not known. Since a sufficient number of the German GO-242 type gliders were captured by the Soviets in the pockets of Kholm and Demyansk in the Winter of 1941/1942 the KG-20 glider may actually be a copy of the GO-242. However, this assumption requires confirmation.

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